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Assets December 31, 1901	331,039,720.34
Assurance Fund and all other Liabilities	259,910,678.28
Surplus	71,129,042.06
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The Problem is,

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\$12,000 will be presented to one making the nearest correct estimate. \$12,000 additional if an exact correct estimate is made, making a total of \$24,000 for a correct estimate.

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TERMS: \$25 for Thoroughbred; \$15 for cold blood for season; money to be paid at time of service. Return privilege given if horse is alive and in my possession.

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The Illinois Central R. R. will sell round trip ticket to Jackson, Miss., on May 12th, 13th, and 14th, limited to May 30th for return at one fare account General Assembly Cumberland Presbyterian church. E. M. SHERWOOD, Agt.

STAGE COACH DAYS IN WEST.

Traveling at Rate of Four and One Half Miles a Hour.

The stage line between Atchison and Placerville, Cal., which ran daily coaches for about five years in 1860-'65, was the first ever known in the stage coach business, says the Atchison (Kan.) Globe. In equipment no similar line could equal it. It was the greatest stage line on the globe, carrying passengers, mail and express.

In 1864-'65 it cost more for meals between Atchison and Denver than the railroad fare now costs, with meals added. The run from Atchison to Denver is now made in something like 15 hours, as against six days in the stage coach days. At one time fare from Atchison to Denver was \$175; the railroad fare at present is \$15. The quickest time ever made by stage between Atchison and Denver was four and a half days. Ben Holladay, owner of the line, traveled by special coaches from Placerville, Cal., to Atchison, 2,000 miles, in 12 days and two hours, beating the regular daily schedule five days. This feat cost Holladay \$20,000, but it was a great advertisement for his line. The stages, when crowded, carried 15 passengers, besides great quantities of mail and express.

One of the coaches used on the Atchison-Placerville line is now in the Smithsonian Institution at Washington. After leaving Atchison it was operated on the Deadwood line, and was several times captured by Indians and outlaws. Once when captured by outlaws it carried \$60,000 in gold. In this attack three guards were killed. "Buffalo Bill" heard that the old coach had been abandoned and went after it, using it for years in his wild west show. In London it carried the prince of Wales, and all the notables of Europe have examined it with interest. On the Fourth of July, 1895, this famous old coach was exhibited with the wild west show at Concord, N. H., where it was made. The owners and employees of the stage coach factory gave the historic old stage a great deal of attention, and in the parade it bore this sign: "1863--Home Again--1895." Another one of the old coaches is owned by J. Sterling Morton, at Nebraska City, and another is owned at Topeka, where it is still in use for tally-ho purposes.

Including Atchison and Placerville, there were 153 stations on the line, the longest in existence (1,913 miles). The fare was \$25, or about 12 cents a mile. The stations were from 10 to 14 miles apart. Some days \$2,000 was taken in at the stage office in Atchison for fares alone. Each passenger was allowed 25 pounds of baggage; each pound in excess cost one dollar, which was the price for carrying express. The fare to Denver during the war was \$175, or 27 cents a mile per passenger. The stages were nearly always crowded and passengers were often compelled to wait several days at Atchison before they could be accommodated. A minister once refused to travel on Sunday and abandoned his place. He did not get a chance to go until the following Sunday, and this time he concluded that, under certain circumstances, traveling on Sunday was excusable. Sometimes passengers booked for a certain day sold out for a bonus of from \$20 to \$50, and waited for a later stage.

REMAINS OF ST. AGNES.

Missing for Nearly Four Centuries and Now Brought to Light.

Some excavations carried out in the catacombs, at the expense of Cardinal Koop, bishop of Breslau, and especially under the high altar and choir of the Church of St. Agnes Without the Walls, from which his eminence takes his title, have resulted in the discovery of the body of St. Agnes, one of the most interesting figures among the Christians of Rome. According to tradition she was a young girl who suffered martyrdom rather than sacrifice to the gods or accept a husband in one of the persecutions of the fourth century—probably that of Diocletian. About the year 1600 the casket containing her body was found on a marble slab in a subterranean vault under the church, and was re-enclosed by Pope Paul V. in a silver case. This case, with its contents, after being missing for nearly four centuries, has again been brought to light. British readers, familiar with the writings of the late Cardinal Wiseman will remember that Agnes is one of the leading personages in his story, entitled "Fabiola," which illustrates the life of the early Roman Christians. —London Tablet.

A Martyr.

Many a woman is a martyr to her husband's dyspepsia. —Chicago Daily News.

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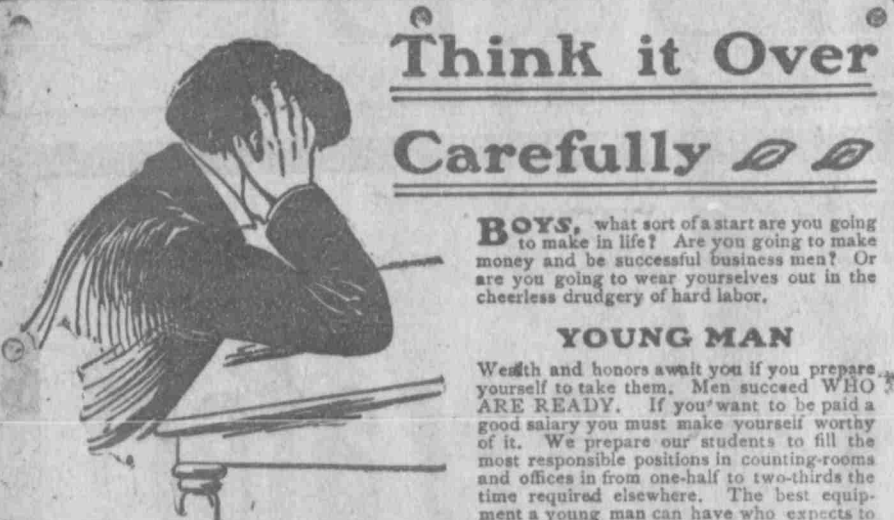
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